LOGANSPORT GETS REVENGE

Unlooked for Result of a Dispute Over the Location of Shops-Unpromising Outlook for the Future of the I., D. & W.

A dispatch to the Journal from Logansport says: The Detroit, Eel River & Illinis railway, generally known as the Eel River railroad, was thrown into the hands of a receiver to-day. This road is leased by the Wabash, and forms a link in its Peru and Detroit and Chicago and Detroit divisions. Dennis Uhl, of Logansport, was appointed receiver, and at once qualified and gave bond. The receiver was appointed on the complaint of D. D. Dykeman, one of the stockholders. The action is a complete surprise and a knockout for the Wabash. The Eel River railroad has a terminus at Logansport, but the Wabash, when it leased it, connected it with its main line at Peru, receiving from Peru \$100,000 for the location of its shops. Logansport had already donated \$80,000 for the same purpose, but was defrauded out of it. As a fesult of the feeling, citizens went quietly to work to secure a share of Eel River stock, and, after a year's effort, succeeded. The next thing needed was a case, and a good one was found, with the above result. The Eel River road will be operated from Logansport.

The Future of the L, D. & W. The stockholders of the Indianapolis, Decatur & Western will hold a meeting to-day to consider the future of the road. It is not likely any action of importance will be taken, but it is quite evident that in the near future the uncertain state of the affairs of the company will be adjusted through a reorganization, or sale, or lease of the road to other parties. H. B. Hammond, president of the company, is disappointed over the turn matters have taken, and sees no prospect that he and his friends can carry out his plans unless there is a decided revolution in the money market, and railroad securities again become popular with investors. The chief trouble is that interest is still accumulating and now amounts to \$250,000, which makes it much more lifficult to interest capitalists in the road and to difficult to interest capitalists in the road and to help to place it upon its feet. D. J.Mackey was in New York last week and had two conferences with President Hammond. If Mr. Mackey had the money to put up probably he could lease the road and make it a part of the Mackey system. President Hammond and his friends have a proposition from the Cincinnati, Hamilton & Dayton Railroad Company either to lease or purchase the road. The C., H. & D. people propose to assume the first-mortgage debt and agree to pay the interest, but the second-mortgage bonds they want to replace with an issue of \$2,000,000 of preferred stock and a like amount \$2,000,000 of preferred stock and a like amount of common stock, the .C., H. & D. to retain a majority of both stocks and turn the remainder over to the second-mortgage bondholders for their bonds. In the East an impression prevails that the proposition of the C., H. & D., which is engineered by C. W. Fairbanks, of this city, will be accepted. The friends of Mr. Hammond are still hopeful that something will turn up by which he will be able to extend the road and make it an he will be able to extend the road and make it an important line, which has always been his intention. A few months ago he had practically perfected an arrangement with the Pennsylvania company and the Chicago, Burlington & Quincy which would have enabled him to complete the extension of the L. D. & W. and made it a link of the two roads through a traffic arrangement, but unfortunately for him the Vandalia people got hold of the plan and served notice on the Pennsylvania people that should they form this new aniance the Vandalia would take care of itself by forming new alliances, using its Terre Haute & Logansport division to help them out in the

A Link in a New Freight Line. Inquiry shows that the talked-of new route between Boston and New York is really a link of a new freight line between Boston and the South and West, utilizing the Baltimore & Ohio as its western outlet. The scheme is said to be a pet one with Austin Corbin, who is becoming so largely interested in the New York & New England road, and who practically owns the Long Island road. All the facts have not yet been published. The new route is more than appears at first sight. The Long Island & Eastern States' line is only a link in a chain. The plan is to form a connection with the Baltimore & Ohio. making the Long Island route a part of a fast-freight line between Boston and the West. Whether there will ever be passenger service from Washington and Philadelphia to Boston by this route, after the man-ner of the steamer Maryland route of the Penn-sylvania and New Haven roads, is undecided. Many arrangements would have to be perfected before this could be accomplished. One of the officers of an interested company thought that it

was perfectly practicable.

But the freight arrangements will be completed as soon as the Baltimore & Ohio is free from its through-line arrangements with other com-panies. The Jersey Central and Reading may also become parties to the deal. The scheme 1s to float B. & O. freight cars from the terminus on that road, on Staten island, over to slips of the Long Island railroad at Bay Ridge, and run them over the Manhattan Beach road to Oyster bay, where they will be ferried to Wilson's Point and taken to Boston via the Housatonie and New England ratiroads, like the passenger

Rallways Will Be Taxed to Move the Crops, Fia k Tl o apson, first vice-president of the Pennsylvania Railroad Con pany, has returned to Philadelphia from a long trip through the Northwest, undertiken partly to observe the pleasure, a trip he has been making every other year since 1877. In answer to inquiries, Mr. Thompson said the published ac on s of the enormous grops were not all exaggerated, and through the entire Northwest he passed thousands of acres of wheat in perfect condition, and the crops were greater in acreage and more wheat to the acre and better in quality than ever before. The railways, Mr. Thempson says, will be taxed to the full capacity of ther equipment for months to move this tre-mendons tonnage. Mr. Thompson returned home more impressed with the vastness of the wealth and resources of the country than after his many previous Western visits, and he does not lose sight of the fact that the condition of foreign markets will give our farmers such an op-portunity as they have never had before, and that the addition to the wealth of the country this year will probably be greater than any pre-

A Cut Promptly Met.

The action of the National Dispatch fastfreight line in making lake-and-rail rates from Boston to St. Paul via Sarnia on the basis of 50 cents first class has been promptly met by the Canadian Pacitic and Soo lines, which now announce all-rail rates from New England points to St. Paul and Minneapolis as follows: First class, 51 cents per 100 pounds; second, 45 cents; third, 35; fourth, fifth and sixth, 25. This completely shuts out the Chicago-St. Paul lines from participation in either the all-rail or lake-andrail traffic from the New England sea-board to Northwestern points, as their rates from Chicago to the Twin Cities on the several classes are as follows: Sixty, 50, 40, 25, 20 and 18. The manimous sentiment among these roads is that they cannot afford to meet the rates of the northern routes. The new tariffs of the Canadian Paeiffe and Soo lines become effective Sept. 23.

Personal, Local and General Notes. A new station has been established at Calloway. on the Louisville division of the Pennsylvania lines, and I. C. Williams has been appointed

William Turreff, late superintendent of motive power of the Big Four lines, now helding the ame position on the Erie lines, is quite ill at his

Hunter Gunnell, formerly purchasing agent of the Ohio, Indiana & Western, now holds the importent position of claim agent of the Philadelphia & Reading road. The New York, New Haven & Hartford com-

pany has this year expended thus far \$3.073,630 in improvements to its road-bed. This includes double tracking the Shore-line division. George Bockwell, local passenger agent of the Pennsylvania lines, is still confined to his bed, but is thought to be slowly improving, and it is hoped the danger point has been passed.

One of the Vanderbilts, last week, in conversation, remarked that on their lines were two of the brightest and most competent ratiroad men in the country -Chauncey M. Lepew and, M. E. In the month of August the Erie road hauled

into Niagara Falls 159 excursion trains off their own lines and its Western connections, the largest number in any one month in the history of

Complaint is made of a lack of accommoda-tions on Trains 31 and 32, between indianapolis and Chicago, over the Louisville, New Albany & badly needed.

D. H. Chamberlain, ex Governor of South Carolina, is making a good record as general man-ager of the South Carolina railroad. By sgillful-as an entirety, its great instructive char-ly operating the road he has brought it to such a scter and the perfection to which all ita

point that it is earning 6 per cent. on its stock, and paying all its fixed charges promptly. Among Eastern capitalists it is becoming a pet

The stockholders of the Ohio & Mississippi road will hold their annual meeting on the 1st day of October, and which party holds the proxies that will elect the directory is a question over which there is much speculation. The Lake Erie & Western is just completing a new iron bridge of two spans, each 150 feet long, over the Yellow river, and has just completed the laying of the Michigan City division with new steel rails from Peru to Stillwell, Ind.

It is stated officially that the improvements which the Lake Shore is making to its line in the limits of Indiana in the way of cutting down grades, straightening curves and renewing bridges will cost this year fully one million dol-

Traffic over the Belt road is exceedingly heavy. Last week 14.410 cars were transferred over the road, and Belt engines handled 1.128 car-loads of live stock. This is a very handsome increase over the business of the corresponding week of

A. M. Mosier has been promoted from the of-fice of superintendent of transportation of the Chicago & Eric and the New York, Lake Eric & Western roads to that of general superintendent of both lines. He succeeds F. E. Merrill, re-

One of the ten-wheel passenger engines on the Big Four last week hauled Train 12 from Galion to Cleveland in one hour and forty-seven minutes. The train consisted of ten cars, three of them Wagner sleeping-coaches, and the distance is algebra will as

is eighty miles. H. W. Scott, passenger confluctor on the Old Colony road, is visiting in the city, and is being handsomely entertained by the members of the Indianapolis division of the Order of Railway Conductors. He is one of the officials of Boston Division, No. 122.

General Manager Noonan, of the Central States Dispatch, has established agencies at all impor-tant points on the Philadelphia & Reading road. The business is turned over by the Baltimore & Ohio road to the Western Maryland via Hagers-town and Shippensbarg, then to the P. & R. road. The Pennsylvania Railroad Company, operating the Pennsylvania lines east of Pittsburg, has inaugurated personally-conducted tours from points on their lines to Washington, D. C. Were the lines west of Pittsburg to introduce similar excursions, doubtless they would be well parameters.

The bridge connecting the Winona & Green Bay road and the Winona & St. Paul is completed, and a heavy traffic already moving over it. This road crosses the Cedar Falls branch of the Illinois Central road, giving the Green Bay an excellent outlet for its lumber products and

Through all the reverses which have come to the Indiana, Bloomington & Western, now the Peoria & Eastern, the first preserved sevens of the L. B. & W. issue have been held at par, and the interest promptly paid. These securities amount to \$1,000,000, and are held mostly in Boston by the original purchases.

The home visitors' excursion from all points west of the State line of Indiana to this State and Ohio occurs to-day, and indications are that a large number of former indianians and Ohioans in Missouri, Kansas, Texas, Nebraska and other Western States will avail themselves of the low rates to visit their old homes.

Commissioner Fulton, of the Chicago and Ohio River Traffic Association, authorizes members to sell harvest excursion tickets at one fare for the round trip, Oct. 14, to points in Alabama, Kentucky, Louisiana, Mississippi and Tennessee, on the lines of the Queen & Crescent, Louisville & Nashville and Mobile & Onio roads.

One of the surprises among railway investors is that the Peoria & Pekin road, which is the connecting link of eight roads, should be in so poor standing in a financial way. Capitalists in-brested say that the price the first mortgage bonds command is so low as to indicate that there is bad management somewhere. Stock of the Lake Erie & Western is being purchased freely by Boston capitalists on a state-ment that the road this calendar year will earn a seven-per-cent dividend on its preferred stock, and next year will increase its dividend on such stock to 5 per cent. As the stock is now selling at 67 it is looked upon as an excellent invest-

The gross earnings of the transcontinental lines for July have just been published. A decrease in passenger earnings for the month of \$15,972 is shown, and an increase of freight earnings of \$523,425. The Southern Pacific carried the highest percentage, handling 26 percent, of the passenger and 37 per cent, of the

The Railway Car Association, formed in Buffalo a few months ago for the purpose of tracing cars for Western roads after they get into New York and the New England States, is doing a good work for the Western lines. Cars are traced and returned much more promptly than under the old method, and at less expense to

The train crews on the Big Four in the month of August made the best wages in any month in years, and the wages for September bid fair to exceed those of August. Forty per cent. of the engineers drew for August \$150 to \$155 for the month's work and the other persons in their crews their full per cent. of the engineers' amount of wages.

The general passenger agents who last week attended the meeting at Old Point Comfort are returning and report having had a very pleasant time. Their trip over the Chesapeake & Ohio was one of surprises, the beauty of the scenery, the excellent condition of the track and the fest time made making them feel the importance of the C. & O. as a sempetitor. the C. & O. as a competitor.

A railroad official of large experience yester-day remarked that the Louisville, New Albany & Chicago could largely increase its business at a small expense by converting the Bedford branch into a standard gauge road and extending it to Linton. As matters now stand, said the official, it is impossible to run the Bedford division in a businesslike manner.

The Michigan Central, through its connection with the Indiana, Illinois & Iowa road, is securing fully as much business as it does out of Chicago proper. The L. I. & I. road uses the Chicago & West Michigan track from Buffalo, crossing to LaPorte, Ind., where it turns the business over to the Michigan Central. In dressed meats alone from forty to fifty car-loads are shipped East over these lines daily. Among the higher railway officials there is a

general opinion that the time has come to advance rates. They say that no organized opposition can now reasonably be made to a moderate advance in rates, and uniform action to this end can be obtained through the associations of railway presidents. The associations have shown their power to maintain rates, it is argued, an they should now go a step farther and advance

The Western Passenger Association roads re-solved not to join the Central Traffic lines in making reduced rates for home-visitors' excur-sions to Michigan, Indiana and Ohio points, but, one by one they are meeting competition of outside lines. The object of the Western roads in refusing to join in these excursions was to avoid demoralization. The indications are that they will have the demoralization without any profit. as it is now too late to bring the people out by an announcement of low rates.

Since the consolidation of the Big Four with the Bee-line eighty heavy, first-class engines have been added to its power; on the Big Four proper there are now 457 engines, and a number now in the shops undergoing light repairs. General superintendent Peck says that notwithstanding this large increase in power in the last eighteen months the present business requires that all be in amost constant service. Frequently when one crew comes in the engine is sent back with a new crew as soon as it can be provided with coal.

A considerable falling off is noted in east-bound shipments of dead freight from Chicago, last week, as compared with those of the pre-ceding one. The rail shipments footed up 57,-894 tons, as against 60,191 for the previous week, and 70,658 for the corresponding week of 1890. Lake shipments smounted to 115,174 1890. Lake shipments amounted to 115,174 tons, against 133,649 tons for the preceding week. The shipments of flour, grain and provisions by the lines in the Central Traffic Association aggregated 23,358 tons, against 25,618 for the week previous, a decrease of 7,740 tons, and against 31,153 for the same period last year, a decrease of 7,795 tons. The Vanderbilt lines carried 60 per cent, of the traffic, the Pennsylvania lines 18, the Chicago & Grand Trunk 14, and the 8 & 0.8 per cent. and the B. & O. 8 per cent.

In Eastern ratiroad circles it seems well understood that a powerful syndicate is buying securities of the Philadelphia & Reading road for the purpose of securing control of it, and an impression prevails that the Pennsylvania is behind the movement. the Philadelphia & Reading has out-generaled the Pennsylvania Company in the matter of gaining an entrance to the heart of the city of Philadelphia, really being two squares nearer to it than the Broad-street station of the Pennsylvania Company, and the aggressiveness of the P. & R. naturally causes the Pennsylvania people to take further steps to check its course, and it is believed that the Pennsylvania intends to secure control of the Philadelphia & Reading through the syndicate which is purchasing so largely these securities.

BARNUM'S BIG CIRCUS HERE.

It Arrived This Morning and Performances Will Be Given This Afternoon and Evening.

The train bearing Barnum's circus arrived at 4 o'clock this morning. At 9 o'clock the parade will leave the grounds and will pass over the route usually followed on such occasions. The great production of "Nero" will end the afternoon performance and will be the beginning of the evening performance. The present show is far superior to any previous production, the addition of "Nero" being as great an attraction as the rest of the show combined. Wonders in pature, astounding feats in the air and upon the ground, marvelous tricks by trained animals will bewilder everyone, aring male and female bareback riders will amaze, while intrepid aerial experts perform perilous feats in mid-air. The



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various departments are brought, render it as valuable as it is amusing and diverting. It must be stated that beside the three-ring circus, elevated stage performances, two menageries, trained animal exhibition, magic illusions, aerial displays and other interesting features, is now added that monster spectacle which amazed and astounded all Europe. "Nero, or the Destruction of Rome," requires 1,200 people to show the various historical characters, and \$250,000 and \$130,000 have been spent, respectively, in costumes and horses for this part of the show alone, besides a fortune in scenery and other accessories.

Hundreds of wild beasts, chariots, triumphal cars, etc., are needed in the piece,
and three hundred ballet girls show how the Emperor Nero was regaled in his pal-Truly it is most wonderful through-

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfour nours ending at 8 P. M., Sept. 21, 1891, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, No. 84 East Market

J. B. Suitt to A. H. Snow, lot 21, in Fletcher, jr.'s, subdivision of outlot J. C. Ferree to M. E. Dryer, part of lot 68, in Wood's subdivision of outlot 40.

E. B. Martindale to R. W. Lowry, lot 17, in square 12, in Lincoln Park...

A. List to J. C. Davie, part of lots 11 and 12, in Wingate's subdivision of square 81

w. E. Rockwood to W. G. Farris, lot 1,500.00 29, in square 3, in Caven & Rock-wood's East Woodlawn addition.... A. Hamilton to H. H. Kiel, lot 19, in Ostermeyer's Prospect-street addi-1,228.00 G. Ohleyer to J. G. Ohleyer, lot 6, in McKernan & Pierce's subdivision of 1,800.00

C. A. Carter to M. J. Smock, lot 2, in Lettingwell's subdivision of Fletch-er's second Brookside addition..... 650.00 H. Hobart, administrator, to O. Wienkie, lot 282, in Fletcher's Wood-A. M. Ogle to S. L. Wiese, lot 272, in Ogle et al.'s East Park addition... The Connecticut Mutual Life Insur-425.00 ance Company to J. S. Bronson, the south half of lot 10, in Mifflin's sub-

100.00

1,250.00

division of square 14.

F. O. Matthieson, executor, to J. H. Clark, lots 7, 8, 9, 13, 14, 15, 25, 26, 27 and 28, in Kappes & Nalther's eighth-street addition...... A. W. Alien to M. Ingersoll, lot 49, in Allen's second north addition.... O. G. Clark to J. T. Hulsopple, lot 60, in Harris, executor's, addition to J. F. McCray to J. L. Milligan, lot 314, in Kuhn & Johnson's first West indianapolis subdivision M. J. Johnson to F. McCray, lot 314,

in Kuhn & Johnson's first West Indianapolis subdivision..... S. H. Richey to D. S. Richey, lots 8, 9 and 10, in Richey's addition to West Indianapolis

A. C. Pearson to S. Ridgway, part of lot 260, in McCarty's eighth Westside addition .. F. M. Finch to the Country Club, of Indianapolis, part of section 22, township 16, range 3.

A. Bruner, trustee, to A. E. Metzrer et al., lots 7 to 24, in Ross's addi-

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